

## **CHAPTER 96. INSPECT A REPAIR STATION FOR MAINTENANCE/ ALTERATIONS PERFORMED FOR PARTS 121, 125, 129, AND 135 CERTIFICATE HOLDERS**

### **SECTION 1. BACKGROUND**

#### **1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.**

*A. Maintenance: 3618 (New)*

*B. Avionics: 5618 (New)*

**3. OBJECTIVE.** This chapter provides guidance for inspecting the repair station's compliance with Title 14 of the Code of Federal Regulations (14 CFR) part 145, § 145.205.

**5. GENERAL.** The repair station may perform maintenance, preventive maintenance or alterations for air carriers conducting operations under 14 CFR parts 121, 125, 129, and 135. In these cases, the Repair Station Manual/Quality Control Manual (RSM/QCM) must describe the procedures to ensure that maintenance is performed in accordance with the air carrier's approved program and maintenance manual.

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## SECTION 2. PROCEDURES

### 1. PREREQUISITES AND COORDINATION REQUIREMENTS.

#### A. Prerequisites:

- Knowledge of the regulatory requirements of 14 CFR parts 43, 121, 125, 135, 129, and 145
- Successful completion of the Airworthiness Inspector Indoctrination course(s) or equivalent
- Previous experience with certification or surveillance of part 145 repair stations

#### B. Coordination. None.

### 3. REFERENCES, FORMS, AND JOB AIDS.

#### A. References:

- 14 CFR parts 43, 121, 125, 129, 135, and 145
- Order 8300.10, Airworthiness Inspector's Handbook, vol. 2, ch. 69, Evaluate Part 121/135 Outsource Maintenance Arrangement
- 8300.10, Vol. 2, Ch. 161, Introduction to Part 145 Repair Station
- Operations Specification (OpSpec) B050
- OpSpec D091
- OpSpec D107

#### B. Forms. FAA Form 8000-36, PTRS Transmittal

#### C. Job Aids. None.

### 5. PROCEDURES.

A. *Planning.* Prior to inspecting, the principal inspector (PI) should carefully review:

- (1) Parts 43 and 145.
- (2) RSM/QCM Manual.

(3) OpSpecs to consider: A101, if applicable.

(4) The Safety Performance Analysis System (SPAS) is the organization's primary source of comprehensive, integrated safety information that is used by inspectors, analysts, and managers in developing and adjusting field surveillance, investigation, and other oversight programs. SPAS interfaces with key fielded oversight programs (such as ATOS, SEP, and the NPG), as well as other government and industry sources, collecting raw performance and operational data, analyzing and summarizing the data, and providing critical information in the form of graphs, tables, and reports. These SPAS outputs are then used to (1) identify safety hazard and risk areas; (2) target inspection efforts for repair stations, and to areas of greatest risk; and (3) monitor the effectiveness of targeted oversight actions. SPAS repair station profile and repair station analytical model (RSAM) are available for use. This data provides additional information on performance and risk associated with individual repair station facilities.

(5) Visual Information System (VIS).

**NOTE: Any maintenance performed under part 145, § 145.205, whether by the repair station or any facility listed on the air carrier's contract maintenance list, is required to be performed in accordance with the air carrier's approved procedures. This requirement applies to any and all levels of subcontracted maintenance.**

B. *Air Carrier Requirements.* Review a representative sample of maintenance records and or work orders/purchase orders by the repair station to verify the following:

(1) The repair station has been provided with the necessary information to verify compliance with the air carrier's approved program and maintenance manual.

**NOTE: This can be included on the purchase order or other contractual documents from the air carrier by clearly stating the source of the data (manufacturer's, air carrier's manual, or engineering orders) used to perform the requested maintenance along with any other**

**requirements of its program or maintenance manual. If the repair station has applicable sections of air carriers' maintenance program(s) or manual(s), verify that they are controlled and current copies.**

(2) The Repair Station must be able to provide written documentation that reflects the Air Carrier's method for the acceptance of all Repair Station programs, Standard Operating Procedures (SOP) to ensure all maintenance is performed in accordance with the Carriers CAMP.

(3) The repair station Anti-drug and Alcohol Prevention Program OpSpecs A449 is current and identical to the certificate-holding district office's (CHDO) copy.

**NOTE: Repair stations located outside the United States are not issued OpSpecs A449.**

*C. Approved Program.* Verify that the repair station is following the air carrier's/operator's approved program, that may include but not limited to:

- (1) Requirements for airworthiness release.
- (2) Continuity of inspection program.
- (3) Service difficulty reporting requirements.
- (4) Continuing Analysis and Surveillance Program.
- (5) Required inspection item requirements, i.e., authorizations, training.
- (6) Duty time limitations.
- (7) Maintenance recording requirements.
- (8) Any additional personnel training the air carrier may require.
- (9) Continuity of inspections.
- (10) Approved data.
- (11) Deviations.

*D. Line Maintenance (Repair Station within the United States).* If the repair station performs line maintenance for air carriers, verify that:

(1) The repair station OpSpec D107 includes the types of maintenance authorized, the types of aircraft by make and model.

(2) The repair station is only providing maintenance at the location on their OpSpecs.

(3) The repair station performed the line maintenance in accordance with the operator's manual and approved program.

(4) The repair station has the necessary equipment, trained personnel, and technical data to perform the line maintenance.

*E. Geographic Authorization (Repair Station outside the United States).* If the repair station performs maintenance under geographic authorization for air carriers, verify that:

(1) The repair station OpSpec B050 includes an authorization to perform maintenance/alteration and the repair station is working within the authorization.

(2) The repair station exercised the geographic authorization in accordance with the operator's manual and approved program.

(3) The repair station has the necessary equipment, trained personnel and technical data to support the geographic authorization.

**NOTE: The authorization to perform line station maintenance for an air carrier is not a rating. A certificated repair station must have established housing and facilities. However, only the requirement to provide suitable housing to enclose the largest type and model aircraft for airframe-rated repair stations has been waived by § 145.205(d).**

**NOTE: Any areas of noncompliance noted with the repair station's management of the air carrier's programs should be forwarded to the air carrier's CHDO.**

**NOTE: The repair station may be performing maintenance for multiple air carriers and aircraft types, so the PI should be aware of the variations in each of the air**

carrier's approved programs to more effectively plan and schedule surveillance.

*F. Analyze Findings.* Upon completion of the inspection, record all deficiencies; determine the appropriate corrective action(s).

*G. Conduct Debriefing.* Brief the certificate holder on the inspection results. Discuss any deficiencies and possible corrective actions.

## 7. TASK OUTCOMES.

*A. Complete PTRS.*

*B. Complete the Task.* Completion of this task will result in the following.

- Send a letter to the operator documenting all deficiencies
- Initiate an Enforcement Investigation Report if necessary.

**NOTE: After completing the 3618/5618 surveillance, and it is determined the**

repair station does not perform work away from the station, close the record in the following manner. Enter "C" (closed) in the Status block and "I" (information) in the Results block. In section IV, Comments enter "E" in the Primary Area block, enter "973" in the Keyword block, and enter "I" in the Opinion Code block, with the following statement, "After completing the surveillance it was determined this repair station does not perform maintenance or alterations for air carriers."

*C. Document Task.* File all supporting paperwork in the certificate-holder's office file. Update the VIS as required.

*D.* Any areas of noncompliance noted with the repair stations' management of the air carrier's programs should be forwarded to the air carrier's CHDO.

**9. FUTURE ACTIVITIES.** Schedule and conduct followup inspections as applicable.